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THE MARINE RECORD

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The sailor lost off the Sitka near Long Point was John Malin, of Ashtabula, aged 35 years.

Captain James Corrigan has gone to Chicago to get further details of the loss of the Polynesia.

Captain Boothman, formerly mate of the propeller George T. Hope, will sail the propeller Schoolcraft for the remainder of the season.

The Globe Shipbuilding Co. will put up a derrick at their shipyard for hoisting in boilers and machinery. It will have capacity of fifty tons.

The Republic Iron Co. has contracted with the Globe Iron Works Co. for a compound engine to put into one of its large tow barges, the Specular.

Bassett & Presley are filling an order for steel arches, iron, spike and nails for the steamer building by the Cleveland Drydock Co., for Mr. Johnson and others.

At a meeting of the seamen's union Monday morning sailors' wages were advanced to $3 50 per day on sailing vessels and $3.00 on barges, to go into effect at once.

The new steamer building at Radcliffe's for M. A. Bradley and Chris Grover, will have a triple expansion engine, 20½, 42, and 54, built by Hodge & Co., of Detroit.

The schooners Keystone, San Diego and steamer Republic were in Cleveland drydock to have butts calked, and Three Brothers for repairs to her forefoot and some calking.

The wreck of the P. H. Walters shifted position last Saturday night in the storm, and part of her may be seen east of the pier. It is thought she is in pretty bad condition.

Captain Wilson's propeller Geo. Spencer and consorts Ironton and M. E. Tremble went aground on the flats, at the lower end of Lake George, Monday, but were released Tuesday morning.

Captain Glass has arrived in the city. He reports the schooner Senator Blood laid up at Algonac, where she will be rebuilt during the winter, and where the owners can find her in the spring.

Mr. A. R. Train, who was with McCurdy & Co., iron merchants, a number of years, and afterward with Cleveland, Brown & Co., has been admitted to partnership in the firm of Bassett & Presley.

Owners of the schooner Alva Bradley received a dispatch Tuesday morning from Marquette saying that the Portage Lake life saving crew had rescued the entire crew of the schooner Alva Bradley.

The crew of the Alva Bradley is undoubtedly composed entirely of seamen from this neighborhood. She has ten to twelve men, all told. The officers of the boat are Captain Parsons and Mate John Sherrod, both of Vermillion.

The largest boiler plates as yet submitted for test through the local government inspectors of steamboats are those which will enter into the construction of the boilers of the first of the six boats to be built for the St. Paul, Minneapolis & Manitoba R. R. Co., by the Globe Iron Works Co. The shell of each of the two boilers for this boat will be 1 5-32 inch in thickness. They will be 14 feet wide and 12 feet 6 inches long.

A private dispatch was received by Mr. James Corrigan, part owner of the schooner Polynesia, at a late hour Tuesday morning, saying that that vessel had gone down on Lake Michigan early Monday morning. The captain and all hands escaped in a yawl. The Polynesia is valued at $60,000 and is insured for $40,000. She is owned by Messrs. James Corrigan and John Huntington, of this city.

Captain A. R. Manning, in the interest of the underwriters, Captain Warner, in the interest of owners, and Messrs. Murphy & Miller, practical shipbuilders, went Tuesday to the scene of the wrecked Zack Chandler. They found her in bad shape, but in no worse condition than when the captain and crew were taken off by the life-savers. She lies in nine feet of water, head to the sea and stern in toward shore. It is believed that she is so badly bilged that it will be scarcely possible to do anything with her.

Captain V. N. Ennes, while preparing to get the yacht Wasp, which has been anchored behind the breakwater three weeks, up the river, heard a cry from a small boat, half full of water and containing two young men. The boat could scarcely be discerned in the darkness. Captain Ennes immediately threw them a line and his mate jumped into the boat to take a turn in it. The half drowned men were taken aboard the Wasp and cared for. If the Wasp had not been there the duck hunters would surely have been carried out in the lake.

The Cleveland Shipbuilding Co. have placed tools into their new building, and are now at work in every department. The building is 113x60 feet, and five stories high. The machine shops will occupy the first and second stories, the patterns will be stored in the third and fourth stories, and the fifth story used as offices, which will front on the viaduct. An elevator will convey from one story to the other. The company intend taking one floor out of the old Cuyahoga shops, and raising the first floor in order to put in new shipbuilding tools.

The schooner Zack Chandler, of Cleveland, which left Ashtabula with coal for Escanaba at 6 o'clock Sunday morning, was driven on a bar opposite Noble station, on the Lake Shore road, fifteen miles from this city, during the gale Sunday night. She was not more than fifteen hundred feet from the shore, but during the darkness the crew could not attempt to land. All night long the waves broke over the deck, thus compelling the officers and crew, ten in number, to lash themselves to the rigging. At 9 o'clock Monday morning news reached the city of the affair, and a few minutes later Captain Goodwin, with his life-saving crew and apparatus, were placed on two flat cars and taken to the wreck. At Noble station teams were secured and the life-boat, with the gun and apparatus was hauled to the lake shore, three miles away. The schoonor had dragged ashore and lay broadside to the mountainous waves which were running. Her backbone was broken and she was bilged. At the break of day the crew saw that they were close in to shore, which gave them more confidence, and got Captain Inghram's permission to endeavor to make it with the yawl. The small boat could not take off all the men, so the captain, second mate, cook and a sailor remained aboard the vessel. The first mate and five of the crew reached shore in safety. As the boat was returning for those aboard the wrecked schooner, Captain Goodwin and his lifesavers from Cleveland arrived and went to work, planted the Lisle gun and put a line in the rigging the first shot, but the men on the schooner were so benumbed with the wintry wind and water that they could not make the line fast, and the rescue with the breeches buoy had to be abandoned. The life-savers then launched the life boat by letting it down a precipitous cliff fifty feet high on to the beach not more than eight feet wide, and pulled to the wreck on the lee side in safety, and rescued the balance of the crew. In launching the Dobbins life boat down the cliff and over the boulders which lined the little beach two planks were torn off the port side and one off the starboard side. This apparent disability, however, did not deter the brave life savers from immediately attempting the rescue. The crew of the Chandler consisted of Captain H. D. Inghram, of Cleveland; first mate, Chas. Hanz, of Cleveland; second mate, John McDonald, of Goderich, Canada; steward, James Lapham, of Mentor, O.; and seamen John Driscoll, of Cleveland; Nells Norem, and John Lee, of Milwaukee; James Wright of Ashtabula; Robert Thompsor, of Madison, Wis.; and Charley Webb, a lad whose home is in Muskegon, Mich. The crew were taken care of by Mr. A. Waters, who served them a bountiful dinner. The vessel was evidently breaking. Captain Goodwin and his crew of life-savers deserve much praise for the promptness with which they reached the wreck and the efficient manner in which they did their work. The Zach Chandler, 690 tons, was built in Detroit by Jones in 1867, and rebuilt in 1873. She is owned by Warner and others, of Cleveland, classed B1, and is valued by Lloyds at $12,500. She is insured for $10,000. Her cargo of coal, shipped by M. A. Hanna & Co., is valued at $3,000 and insured.

CHICAGO.

Special to the Marine Record

John Featherstone supplied the steamship City of Rome with a new crosshead to her engine, and she left this port Sunday afetrnoon last.

At Miller Bros.' shipyard the schooner Clipper City received a new centerboard; the steambarge Emma E Thompson had sternbearing fixed; schooner Lavinda had a leak stopped; schooner Carrier is receiving repairs to damage done when she ran onto the pier at Montague last week, comprising several new stanchions, considerable new ceiling, and outside planking on starboard side; the steambarge St. Joseph received a new wheel; steambarge Jas. H. Shrigley is receiving repairs to damage caused by collision with the steamship F. & P. M. No. 2, last week at Manistee, some new stanchions, stringers, rail, and outside planking on her starboard bow; the fire tug W. H. Alley is having her pilot house, engine and boiler houses and deck taken off. She is to have them replaced by new, and C. Elms will also supply her with new pumps of great capacity.

Captain Abraham Clark, father of Captain James Clark, of the schooner Helen Pratt, and of Captain Thomas Clark, the schooner Lillie Pratt, died at his residence in this city on the 20th inst., at the advanced age of 83 years, leaving a widow 78 years of age, four daughters, three sons, and a number of grandchildren and great-grandchildren. He was born in Devonshire, England, and came to America over sixty years ago, and followed the avocation of a mariner, out of many eastern seaports until about ten years ago, when he came to reside at Chicago.

Great delay and loss to vessels and vessel owners was occasioned at this port on Friday and Saturday last in consequence of the steamship Wm. H. Wolfe getting on the bottom of the river on the south branch, and the Tacoma on the north branch, obstructing navigation to a very large fleet of vessels which could get neither up or down the river.

The propeller Raleigh arrived here Monday with the rescued crew of the schooner Polynesia. The Polynesia foundered at daylight on Monday morning, about twenty miles off Cheboygan, Mich. The crew was saved, and from the dispatches received from Captains A. H. Reed and J. W. Kerr, of the two boats, it would appear that the Raleigh picked up the Polynesia's crew after the latter had foundered. Captain Kerr says in his dispatch that the Polynesia's crew had no time to save anything. The Raleigh lost her mainmast head and mizzen topmast, and she is in a leaking condition. The Polynesia is insured. The Polynesia, 940 tons, was only two years old, having been built at West Bay City, by Davidson in 1885. She was owned by Messrs. Corrigan and Huntington, of Cleveland, classed A1 and valued at $50,000. Her cargo, 1890 tons of coal, was valued at $12,000, and fully insured in the British America.

T. A. Firth, president; E. T. Evans, western manager; and John E. Payne, eastern manager, officers of the Anchor line, arrived here last Friday. The object of their visit is to begin arrangements for the erection of an enormous warehouse on the property now occupied by the company between Clark and Wells streets. The building is to be erected next winter, and will be as large and imposing as the Sibley warehouse.

The schooner Evaline has been stripped, and has gone into winter quarters.

WILLIAMS.

BAY CITY.

Special to the Marine Record.

The steamer Lucile, belonging to Jas. E. English, of the Saginaw river steamboat line, has been painting and fixing up generally for her new route, which is to be known as the Escanaba, Gladstone and Little Bay DeNoque line. Mr. English has every possible encouragement from the people, and no doubt will do a fine business, which his boat is well worthy of. She can make fifteen miles per hour, and a new Trout wheel, just put on, is expected to somewhat increase her speed. She left the river Wednesday.

Captain Richard Armstrong has taken a fifteen-years contract with the Pontiac, Oxford and Port Austin R. R. Co. to run a boat in connection with the road, daily, between Caseville, Tawas and Au Sable. The Plow Boy is now on the route, but a new boat will be built during the winter and the Plow Boy will ply next season on the Reservation beach route.

The tug G. N. Brady and consorts Arcturus, Conrad Reid, Golden Harvest and G. M. Baker were in the river during the week.

The last trip of the steamer Metropolis was extended to Rogers City with a cargo of railroad material and camp supplies for John C. Brown. The Arundell continues making trips every Saturday to Cheboygan and St. Ignace. Captain Stone, well known on the river, is now in command of the Arundell. These steamers have been unusually liberally patronized this season.

Freights are offering freely, and the prospects for a final rise for Buffalo freights seem to be good.

Davidson's shipyard is now in full blast. The vessel nearest completion is a steambarge, of the following dimensions: Length over all 225 feet, beam 35 feet, depth of hold 16 feet. The craft, when ready for business, will cost $90,000. There is also another boat on the stocks, a duplicate of the above except that it is 10 feet longer, while the cost will be about the same. The most important work now under way is a mammoth steamship, nearly a duplicate of the Bulgaria, but finer in every respect. Length over all, 304 feet, keel 275 feet, beam 40 feet, depth of hold 22 feet. She will be one of the finest steamships on the lakes and will cost nearly $150,000. The above boats are all being built by Captain Davidson himself, and will be ready for next season's business.

The tug George B. Dickson is to receive a new boiler this winter.

Captain Z. Lapham is now acting as mate with Port Stewart on the barge Eliza.

Shaw & Mahar, the lighter men of Saginaw, will build a large steam lighter this winter for their steadily increasing trade.

SHAW.

GRAND HAVEN.

Monday evening a steambarge was discovered about two miles from shore blowing signals of distress. The wind was blowing fifty-two miles an hour from the northwest, with a tremendous sea. The life saving crew launched their surf boat and pulled for the vessel. They succeeded in getting within a quarter of a mile of the steamer, when she headed out into the lake and steamed away. The surf boat filled with water five times, but the crew stuck to it and came ashore about a mile north of the station, where there were about 100 persons ready to help them. An old lake captain, who was watching the little boat in the breakers, says it was the best work he ever witnessed. The tug Bachelor went outside and found that the distressed vessel was the steamer Argonaut, heavily laden with ore. The tug got a line to the steambarge and tried to tow her inside, but the sea was so heavy the tug line was cut, and the tug came into port. The barge only wanted a pilot to bring her into port, drawing too much water.

ALIENS AS OFFICERS OF AMERICAN SHIPS.

The following to the New York *Maritime Register* will be read with interest by officers of lake craft:

OFFICE OF U. S. SHIPPING COMMISSIONER,
NEW YORK, October 7, 1887.

For the information of the shipping merchants at this port who may not have time to look into the matter for themselves, and perhaps to relieve this office of some recurrent controversies, I would be glad if you could spare me room to state, what I conceive to be, the present condition of the law relating to the citizenship of certain officers of American vessels. Possibly it might be interesting, at the same time, briefly to trace the descent of the existing requirements.

At the first session of congress an act was passed, approved by George Washington, September 1st 1789 which provided, among other things, that ships should 'be deemed, taken to be and denominated" American vessels upon certain conditions; one of them being that "the master is a citizen of the United States."

At the second session another act was passed, approved December 31, 1792, which confirmed certain benefits and privileges previously granted to American ships. 'Provided, that they shall not continue to enjoy the same longer than they shall continue to be wholly owned and commanded by a citizen or citizens of the United States."

These patriotic discriminations again aliens took a fresh start during the war of 1812.

The act of March, 3d, 1813, begins thus wise: "That from and after the termination of the war in which the United States are now engaged with Great Britain, it shall not be lawful to employ on board any of the public or private vessels of the United States any person or persons excepting citizens of the United States, or persons of color, natives of the United States."

The act of May 31, 1830, modified the act of 1813 so as to allow one third of a ship's crew to be aliens; but it stipulated that the officers should be "citizens of the United States."

The act of March 1, 1831, encouraged the employing of American sailors by remitting certain taxes and duties upon proof being made to collector of customs that the ship's officers and two-thirds of the crew were citizens of the United States.

The act of June 28th, 1864, repealed the restrictions, against alien sailors, of the three acts last mentioned—"Provided, That officers of vessels of the United States shall in all cases be citizens of the United States." This proviso, by the act of June 22, 1874, became section 4131 of the U. S. Revised Statutes of 1878.

The act of June 26, 1884, amended section 4131 of the Revised Statutes so as to make it read as follows:

"All the officers of vessels of the United States shall be citizens of the United States except that in cases where on a foreign voyage from an Atlantic to a Pacific port of the United States, any such vessel is for any reason deprived of the services of an officer below the grade of master, his place, or a vacancy caused by the promotion of another officer to such place, may be supplied by a person not a citizen of the United States until the first return of such vessel to its home port; and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer."

I believe there has been no subsequent legislation upon this subject; and it is worth observing that, as the law now stands, an alien seaman may serve as an officer below the grade of master, but only temporarily, and to fill a vacancy occurring during the voyage.

The penal tax for employing otherwise an alien as an officer is prescribed by section 4219 of the Revised Statutes as follows:—"And any vessel any officers of which shall not be a citizen of the United States shall pay a tax of fifty cents per ton. "This penalty is to be imposed when the delinquent ship returns home; but Article 278 of the customs regulations prescribes that "collectors of customs must report the facts, for inspection, before enacting the tax." The act of June 26, 1884, provides for the refunding of such penal tax by the Secretary of the Treasury, upon application within one year, if he finds it was illegally, improperly or excessively imposed."

In this office the question frequently arises as to which of a ship's officers are required by law to be citizens. I do not know that the scope of the word "officers," as used in any of the laws relating to our merchant marine, has ever been judicially determined. But it goes without saying that the master of an American ship must be an American citizen.

As to the eligibility of an alien to be "shipped" as a mate on an American vessel this office is of course, guided by the rulings of the treasury department. The secretary of the treasury has decided that "Mates are * * * officers of vessels" and that they 'must be citizens."

Very respectfully, yours

JAMES C. REED,
U. S. SHIPPING COMMISSIONER.

STOOD TO HIS POST LIKE A HERO.

A Mackinac despatch in reference to serious charges referred against Captain Trowell, of the California, says: It has been charged by one of the crew that the captain deserted his post. The man who makes the charge was one of those that rushed into the boat and left the poor women passengers. Captain Trowell remained on his steamer until it sunk from under him, and even then he, with the assistance of his brave engineers who had manfully stood by him, succeeded in clearing a boat from the wreck and rescued the lady passenger that was saved and also the stewards. Mrs. Connerton, the lady passenger, and also Mrs. Blood, the stewardess, are loud in their praise of the captain and engineers.

From all the facts learned it is evident that Captain Trowell stood at his post like a hero and did all in his power to save his passengers and crew.

A LIVE PRESIDENT.

Sepcial Correspondence to the Marine Record:

CHICAGO, ILL., October 18.

I need not tell you how or why I left Port Huron, but I left, after a week's failure, and here I am in Chicago, the great city of the lakes.

Mr. Editor, did you ever see a real live president? If you did not you have lost much. And the people, why, it beats anything I ever saw. The reception accorded to me in New York last winter was nothing to this. In fact, it made me feel little beside Mr. Cleveland. Yet, sure enough, a president looks exactly like an ordinary man, only a little more so. He had a splendid team; in fact, two teams, one ahead of the other, and from the general make-up of the driver, one could not refrain from indulging in the belief that the driver was a greater man than the president, for, surely, he was dressed better, and was a right smart handsomer man; in truth, to a certain extent, he divided the honors with the chief magistrate. The chief executive, regardless of newspaper comment or party ravings, holds the ribbons of government, and drives on as his own heart prompts and brain dictates, and this driver, regardless of the shouts of the multitude, looked neither to the right nor left, but drove where his brain told him to. The president says to the world, "if I am not able to handle the reins of the government, why place me upon the box." So did this driver, when folks strove, as they did, once in awhile, to tell him how to drive, say, in substance, "if you thought I did not know how to drive, why put the reins in my hand?" The president, in discharge of his duty, sometimes, nearly runs down some aspiring democrat, and a shout issues forth from the democratic mouth, and the president says, "keep away then." So did this driver occasionally come near running over some ultra enthusiastic or foolhardy fellow, and in response to the shout of "Lookout!" he would merely answer. "keep out of the way if you don't want to be run over."

I may have made a mistake, but if I did I trust you will forgive me. You see they gave the president a reception at one of the theatres, and I went as per your telegraphic advice, and in order to get solid I prepared a speech to fire at the chief executive. About sixteen thousand people stood in a row, single file, and I am blamed if I was not plumb on the rear end of the crowd. Sometime next morning I entered the door of the theater, and sure enough there was the president, his arm in a sling, and the bald spot on the top of his head as red as a beet, for they had shook his hand so hard that the blood could not course through his veins. The next man in front of me was a lady, and she was dressed like some of the pictures you see. The president made a bow and said, "I am glad to meet you," and the lady disappeared behind the scene. I came next, and, halting in front of the man I voted for, I unrolled my paper, and in a clear and distinct tone, said, "Mr. President," when a police, from the third district, made a gesture, grabbed me by the arm, hustled me onward to the Harrison street station, and while I lodged in my cell, he lodged a complaint of assaulting the president against me. The judge, next morning, imposed a suspended fine of four dollars, and bade me always vote the straight democratic ticket, which I will I reckon, for there is nothing like belonging to the dominant party.

Thus I saw the president.

THE SECOND ENGINEER.

OIL AS FUEL.

The *Iron Trade Review* has a letter from Meadville, Pa., calling attention to the following article from the San Francisco *Sunday Call*:

"The superintendent of motive power on the Pennsylvania railroad has put a quietus on an industrial problem which has attracted considerable attention in this state. For some time the use of petroleum oil as fuel for steam engines has been growing on this coast. One or two of the ferry boats of the Southern Pacific Co. burn nothing else. It is in use at the Pacific rolling mills, at the California sugar refinery, at the Vallejo flour mills, and at a number of other establishments where steam is used. Quite a number of owners of stationary engines propose to adopt it in lieu of coal. It has marked advantages. One pound of oil will generate as much steam as one and three-quarter pounds of coal. It gives out no smoke, and leaves no cinders or clinkers behind. It is less injurious to boiler iron; a boiler is said to last three times as long where oil fuel is used as where the fuel is coal.

"These advantages have led to its employment in the east and abroad. The railroads of southeastern Russia consume nothing else; they derive their supply from the great oil wells of Baku. All the steamers on the Volga burn oil; so does the Cairo and Alexandria road in Egypt, so do several Swedish railroads, which report a saving of 25 per cent. by the abandonment of coal. In the eastern states it has been tried on railroads, steamers and stationary engines, always with success. The Pennsylvania Central is running a train from Pittsburg to Altoona with oil fuel. When this last experiment proved successful, engineers began to consider the subject of abandoning coal fuel altogether, and then a difficulty was discovered which proved fatal to the notion. It was found that there was not anything like enough petroleum produced to take the place of coal.

"Mr. Ely, of the Pennsylvania Central, disposed of the idea in a few words. The Pennsylvania Central burns in its locomotives 8,000 tons of coal per day. The equivalent of this in coal oil would be equal to one-third of the whole oil product of the United States. Thus, if coal oil were adopted on the Pennsylvania Central, the New York Central, and the Baltimore & Ohio, and its connections, the entire oil output of the country would be consumed by these three companies, and there would not be a gallon left for other steam engines or for illuminating purposes. The consequence of an attempt to use it on a large scale would be to cause an advance in the price which would again make coal the cheaper fuel. So the Pennsylvania company will not extend its use of oil fuel, and the other companies will follow the example.

"The case is different in this state. Coal costs here more than four times as much as in Pennsylvania, and there appears to be no immediate prospect of any reduction in its price. On the other hand, new discoveries of coal oil wells are being constantly made, especially in the southern counties. It is difficult to obtain accurate information, but it is probable that the present production of the state is not below 1,200 barrels daily, say. 185 tons. This would go a long way toward supplying railroads steamers and stationary engines. The prospect is that our crude oil will find a market among employers of steam power, while for our refined oil we sha'l be dependent on the east.

WATERWAYS CONVENTION.

At the Peoria convention, in the interests of waterways, the following resolutions were adopted:

WHEREAS, Natural waterways, capable of floating large river steamers, furnish a medium of successful transportation that is open to the public, and can not be monopolized by private interests or control; and,

WHEREAS, In promoting the interstate commerce of the country, the true policy of United States government is to foster, protect, improve, and artificially connect, as far as practicable, all the natural waterways of the country, which are of sufficient importance and extent to partake of an interstate character; and,

WHEREAS, The proper improvement of the Illinois and Desplaines rivers, with a few miles of wide and deep canal, will connect 1,660 miles of large river navigation with 1,700 miles of lake navigation, all within the boundaries of the United States, permeating the heart of the republic, furnishing more miles of connected inland navigation than exists in any other portion of the world, which, when completed, will add to the clear profits of the interstate commerce and industries of the country a sum greater each year than the entire cost of the improvement, and at the same time furnish an imperatively needed assistance to our military and naval defenses; and,

WHEREAS, The state of Illinois has, on the recommendation of the United States engineers, tendered the two locks and dams on the Illinois river to the general government, which government has now in course of construction two more locks and dams on the lower Illinois, the cost of which is fully estimated by United States engineers, and has ordered surveyed by a corps of engineers the Illinois and Desplaines rivers to Joliet, who have reported fully the estimated expense of the improvement, stating that the route is feasible, that the improvement is demanded by the wants of commerce and our national defenses, and have strongly recommended its favorable consideration by congress, and have asked for an appropriation to enable the engineers to seek the most feasible route from Joliet to Lake Michigan, estimating its cost, etc., therefore, be it

Resolved, 1. That the highest considerations of patriotism and reasonable solicitude for our national defenses, the interests of commerce and industry, and the public welfare of the nation, all imperatively demand that the aforesaid improvements shall be vigorously prosecuted to an early completion.

2. That to this end we hereby respectfully urge upon congress that at the coming session i. accept the locks and dams ceded to the general government by the state of Illinois, and appropriate the amount of money estimated and asked for by the engineers to complete the two locks and dams now under construction on the lower Illinois river, and appropriate at least one-third of the amount estimated to improve the rivers to Joliet.

3. That congress may, early in the coming session, authorize and provide by suitable appropriation for the appointment of a corps of United States engineers to make surveys and investigations and report upon the feasibility and estimated cost of developing a waterway from Joliet to Lake Michigan at the city of Chicago, suitable for the largest river steamers, and capable of drawing from said lake not less than 600,000 cubic feet of water per minute, with a current suitable for all navigation purposes, and to report the effect thereof upon the waters and navigation of the Desplaines, Illinois, and Mississippi rivers.

4. That we respectfully urge that these surveys and estimates be ordered early in the coming session, that the engineers may at once, thereafter, proceed to their work and be able to report to congress for action before adjournment.

5. That inasmuch as practically no returns for this expenditure of money can be realized by commerce and industry, or in providing for our national defense, until the whole improvement is completed, we would also respectfully urge at the coming session of congress a suitable appropriation to be applied upon the section of the improvement from Joliet to Lake Michigan, and by this means the entire route in all its sections will be in course of rapid completion, which will be much more economical than if it should be delayed through a long course of years by small annual appropriations.

6. That we cordially indorse the proposed canal connecting Lake Michigan with the Upper Mississippi river via Hennepin to to said river at or near Rock Island, as a national undertaking of great importance to producers in the west and shippers in the east, and earnestly commend it to congress and the people of the United States as a national waterway to be promptly acted upon.

7. That while this convention is especially desirous of the improvement of Illinois and Desplaines rivers and connecting the same with Lake Michigan for purposes of navigation and military defense, it is at the same time in hearty sympathy with all efforts being made to improve the navigation of the Mississipi river and its great tributaries as well as all other feasible waterways of the country.

8. That this convention earnestly recommend the improvement by the general government of the United States of the Mississippi river and all its navigable tributaries, including connections with the northern lakes and the gulf of Mexico, in the interest of commerce as well as national defense.

While we are not fully in accord with resolutions 3 and 6 of the foregoing series it is desirable that all stimulation that is possible be given to the commerce of the country, and the cheapest and quickest route to tide water be made practicable.

THE BRITISH SHIPPING TRADE.

The ocean shipping trade has been a financial sufferer, caused by a superabundance of tonnage and unremunerative rates of freight. From 1882 to 1886 the sailing tonnage of the United Kingdom was diminished 217,166 tons, being 3,576,755 in 1882, against 3,359,589 tons at the close of 1886. During the same period the tonnage of steamships increased 629,851 tons, being 3,331,895 in 1882, against 3 961,746 tons in 1886. The English board of trade tables show that the tonnage of cargoes to and from the chief countries served by vessels was less, so that with larger carrying capacity there was less carrying to be done. Freight rates have been unprecedentedly low. To Spanish ports, one that used to cost 9s. per ton declined to 4s. 6 l. Coals to Cronstadt from the Tyne averaged in 1884 over 5s. 3d., but fell in 1886 to 4s. 6d. For goods homeward bound rates fell seriously. During 1884, '85, '86, continuing into '87, the business has been done at a loss to vessel owners, which has diminished shipbuilding. In 1883 768 516 tons vessels were built in English shipyards, against 497,442 tons in 1884, 406,336 in 1885, and 293,000 tons in 1886. In 1882 there were 1,215 vessels lost altogether; in 1883 1,567 vessels; in 1886 the losses were larger than the addition. In 1883, after deducting all losses, 267,751 tons were added. The loss, sail and steam together, was 65,873 tons.

The dreadful losses of vessel property on the lakes, whenever a wintry wind blows, would lead to the supposition that there is something wrong in construction, loading or harbor refuge. A vessel not structurally weak on her calculated capacity may be made weak by overloading—and, weak or not, it is well known that there are not sufficient harbors of refuge on the great lakes to provide a fair chance for the safety of shipping. These harbors should, of course, be on both sides of the lakes—and, as we only own one side, the dominion should, do its share toward building ports of refuge on her territory for the benefit of all concerned. A slice of the much-talked-of treasury surplus might be used to much advantage in a humane attempt to provide safety for the sailor and his charge.—*New York Nautical Gazette.*

THE MOST INTERESTING MARINE NEWS,

Concerning directly every sailor after navigation closes is how most advantageously, to invest his hard-earned money. Flannel garments being mostly wanted before any other, to give the body an equal temperature, and absorb the perspiration, it becomes necessary to purchase pure woolen fabrics. We, the unersigned, Kohn & Co., of Boston Dry Goods Store, 213 Detroit st., near corner Pearl, Cleveland, O., established since 1866 in this city, have made the manufacturing of *Flannel, Cassimere, Waterproof Shirts*, scarlet *Undershirts* and *Drawers* a specialty, to be sold direct to consumers. Therefore, we are *the only Retailers* in this city who make genuine *home-made Shirts*, 52-inches wide, 36 to 40 inches long, extraordinarily well sewed, or make them *to order* according to the taste of the Customer *without extra charge*. Remember this! We are also constantly prepared to meet the wants of the Vessel trade in the supply of *Comfortables, Blankets, Table linens, Sheets* for bunks, *Pillow-cases, etc* or any necessary equipments for bedding, which we also *sew to order at shortest notice*. The *Custom merchant tailoring department* connected with our establishment, and conducted by our son, Jo. L. Kohn, a tailor and cutter, furnishes the nobbiest *Dress, Evening or Business Suit* from $8 to $10 less than any merchant tailoring establishment, for he saves the expense of *extra Rent* and the employ of an *extra cutter*—all done to advertise himself. Kohn & Co., 213 Detroit st., near corner Pearl.

BOOK NOTICES.

Elementary Treatise on ANALYTICAL MECHANICS, by W. G. Peck, LL.D., Professor of Mathematics and Astronomy, Columbia College. This Book has grown out of a long experience in teaching mechanics to the students of the school of mines. It embraces all the mechanical principles needed by the student of engineering, architecture and geodesy. In its development the methods of the differential and integral calculus have been freely used, but not to the exclusion of the more elementary processes of analysis. No attempt has been made to deduce all the principles of the science from a single equation, but starting with the axiomatic laws of Newton, the propositions have been developed in natural and strictly logical order. The ideas of work and energy have been fully developed and enforced. The method of treating friction is that of Goupilliere, and in accordance with this method the processes of finding the moduli of machines have been fully exemplified. The fundamental idea of the book is to present every necessary principle in a moderate space.

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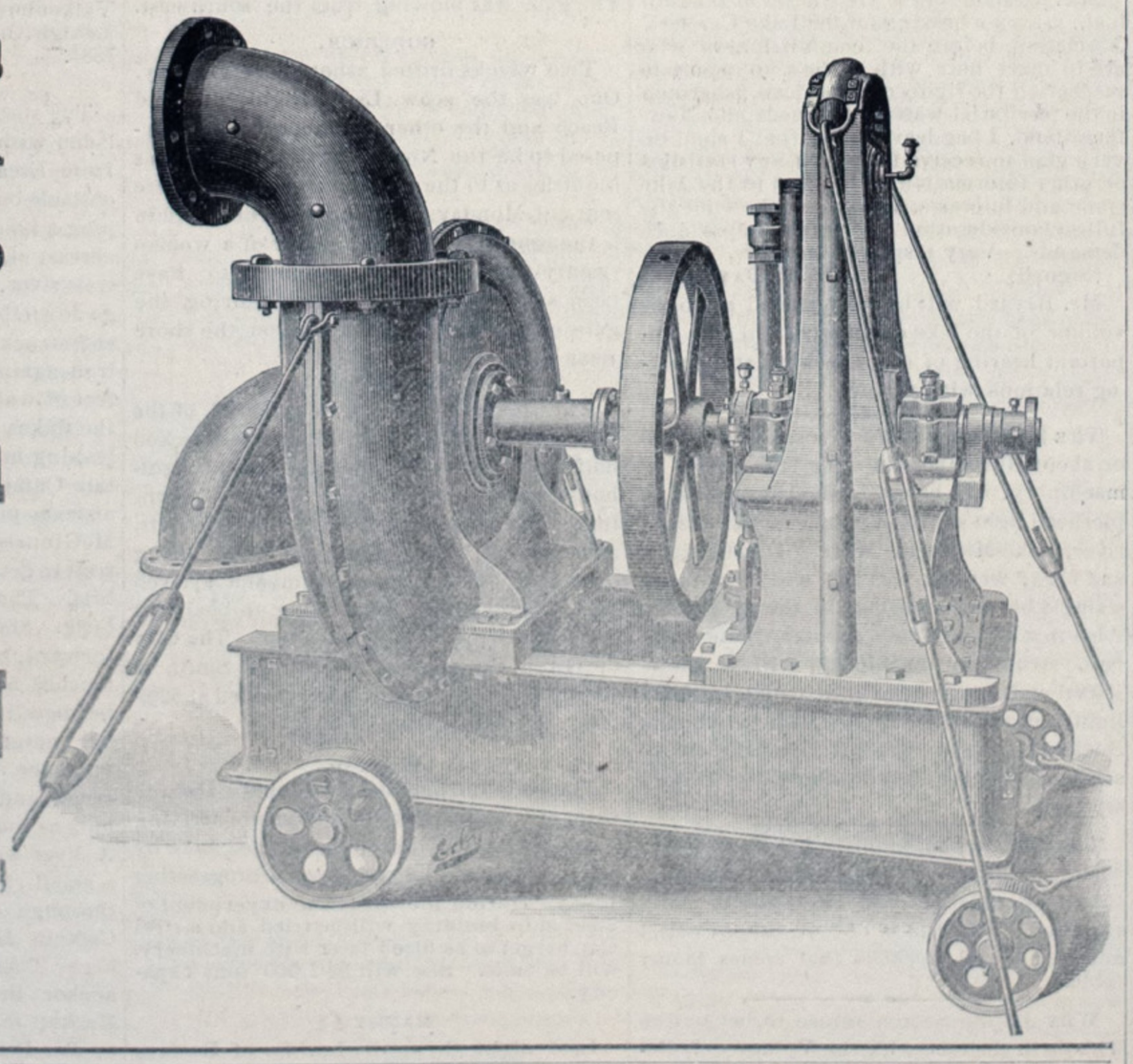

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, OCTOBER 27

WORK OF THE LIFE SAVERS.

The chapter of wrecks resulting from the gale of Sunday and Monday is a sad one. The wind attained a velocity of sixty-six miles an hour, and was continuous during Sunday night and Monday. With so many craft plying the lakes, it could not but be disastrous, not because our lake vessels are not well built; not because they are not well handled; not because our life savers are not as brave as any in the land; but for the reason that they have no sea room, nor sufficient harbors of refuge, in which to find shelter. Not only this, but the lakes are studded with treacherous rocks, and reefs, shoals and islands abound. These dangers make the chances of disaster to vessels more frequent than those ocean-going vessels have to contend with, thereby offering more opportunities for the crews of vessels to get into trouble and for the life savers to endanger their lives by attempts at rescue.

The work of the crews of the life saving stations during this great storm has been heroic and they deserve all honor. Among those who distinguished themselves in the highest degree is the crew stationed at the Portage ship canal, under command of Captain Albert Ocha, who rescued the crews of two wrecked vessels, the Plymouth and Alva Bradley, near Marquette, *one hundred and ten miles* from their station. Those who know how quick the violent seas break up a vessel on reefs and rocks in the lakes, can conceive of the promptness and judgment with which Captain Ocha acted when he received notice of these wrecks. But the question may be asked why should the crew of a life saving station be obliged to cover one hundred and ten miles in one direction, possibly as many miles in the opposite, if it is desired to make them effective. This condition leads us to think that in all instances the stations are not as well located as they might be, or that we have not enough stations.

Marquette is one of our great ore shipping ports, and enters and clears each week a large amount of tonnage. In stormy weather it is, perhaps, as dangerous a neighborhood as there is on the lakes and many vessels get into trouble there. Notwithstanding these facts there is no life saving crew short of the ship canal. It would seem, then, that the circumstances call for the establishment of a station at Marquette as speedily as possible. If a new station can not be built, it would be well to transfer the one now located at the ship canal. Its effectiveness would be greatly increased. Give us a life saving station at Marquette.

At Ashtabula, also, a new station should be built without delay, as much tonnage enters and clears, and it is becoming one of the largest ore receiving ports in the United States. The wreck of the James F. Joy at that port is an argument to the point. A crew of thirteen had to take to the rigging, and with much difficulty were taken off by a passing schooner. Give us a life saving station at Ashtabula Harbor.

It is gratifying to note the deeds of heroism performed by other crews, among which is the rescue of the crew of the schooner Zack Chandler, wrecked at Noble station, fifteen miles from Cleveland, by the Cleveland crew, under command of Captain C. C. Goodwin, who launched their life boat down a cliff, fifty feet above the level of the lake. The Point Marblehead crew, Captain L. M. Clemens, made their mark, saving the schooner Three Brothers on Starve island reef, from sinking by active work at the pumps. The Milwaukee life savers, under Captain Neils A. Peterson, took the crew of the stranded schooner Maine out of the rigging in a gallant manner.

While life saving is under discussion it is but justice to give credit to Captain A. H. Reed, of the propeller Raleigh, who saved the crew of the schooner Polynesia, which foundered in the terrible storm of Sunday night.

We trust that Superintendent S. I. Kimball will give the matter of establishing life saving stations at Marquette and Ashtabula close consideration, and use his influence to have the work speedily carried out.

The fact that many vessels are wrecked on the Canada shore leads us to suggest that the Canadian government take some action, emulating the United States, to enlist paid life saving crews. The schooner Victor stranded on Moose Point and the crew, which got ashore on the roof of the cabin, were picked up by the steamer Maxwell in a perishing condition.

IN evidence that the Lake Carriers' Association is looking after lake interests in every respect, we print the following letter:

Hon. T. M. Bayard, Secretary of State, Washington, D. C.:

SIR: Understanding that the commission for the discussion of the fisheries complications between this country and Canada is shortly to be called together and thinking it perhaps possible that in the course of the negotiations other matters affecting the interests of the two countries may become involved, I write to respectfully request that the Lake Carriers' Association, through some authorized representative or representatives, be allowed a hearing in case the commission decided to consider any question affecting lake maritime interests. Yours respectfully,

(Signed) S. D. CALDWELL, President.

In reply the following was received from Secretary Bayard:

DEPARTMENT OF STATE,
WASHINGTON, October 22.

S. D. Caldwell, President Lake Carriers' Association:

SIR: Responding to your letter of the 20th inst., asking a hearing for the Lake Carriers' Association before the commissioners who are to meet here with a view to negotiate respecting the rights of American fishermen in the territorial waters of Canada and Newfoundland, I beg leave to say that I shall be very glad to receive from you any statistics or other information in relation to the lake trade and interests, and to give the same the fullest consideration their great importance demands. Very respectfully yours,

(Signed) T. F. BAYARD.

Mr. Bayard will be fully posted as to the volume of the lake commerce, and the important bearing of our wrecking and coasting relations with Canada.

THE lighthouse board gives notice that on or about November 1st a fog bell, struck by machinery, will be established at St. Joseph pierhead light station, entrance to St. Joseph river, Lake Michigan, Mich. During thick and foggy weather this bell will be sounded a single blow at intervals of thirty seconds. Also that on or about the same date a fog bell, struck by machinery, will be established at Portage lake ship canal pierhead light station, Lake Superior, Mich. During thick and foggy weather this bell will be sounded a single blow at intervals of twenty seconds.

THE *Sunday Sun*, published at Manistique, Mich., by Will F. Montgomery, reached us this week, enlarged and improved in many respects. The *Sun* is one of the newsiest and best edited weeklies that comes to our table.

WHY did the Scotch refuse to bet on the Thistle in the race with the Volunteer? Because they didn't have a cent-a-board.

An examination of The Illustrated London News, American reprint, for Oct. 22d, will show the English view of the trial yacht race, illustrations in connection with the State of Ireland, Our Homeless Poor in St. James Park at Mid Day, the British Mission to Morocco, and other illustrated sketches.

[*Around the Lakes Continued from 1st Page*]

ASHTABULA.

The schooner James F. Joy lies sunk about six hundred feet outside this harbor and on a line with the east pier. An interview with her master, Captain Christie, gives the following facts in regard to the disaster. The Joy was leaking badly when she left Detroit and took on a double crew. Captain Christie engaged the tug Winslow to tow him to Erie, but the wind freshening up, the master of the Winslow refused to go further and let go the schooner's line just above Fairport and run back, leaving the schooner at the mercy of the gale. She got down off this port about 4 o'clock Monday morning, and let go both anchors. Tugs went to her assistance and every effort was made to get her into port but she sunk in about twenty feet of water. The crew, thirteen in number, all had to take to the rigging, and after considerable difficulty were taken off by the schooner M. R. Warner's yawl. Captain Christie was washed off but caught on to the sail thus saving his life. The Joy was built in 1866, at Detroit, rebuilt in 1884, is now owned by R. C. O'Brien and others of Erie. She was rated an A2 vessel. Had on 996 tons of ore bound from Escanaba to Erie. She was partially insured and will probably prove a total loss.

PORT BURWELL.

The schooner C. O. D., which went ashore three miles east of here Sunday morning while en route from Port Huron to Buffalo, is a total loss, having been broken up by the terrific pounding of Sunday night's gale. The vessel was not insured. She was owned by John Kelderhouse, of Buffalo. The cargo, which is also a complete loss, was insured for $15,000.

The lighthouse on the western pier at this port way partially destroyed in Sunday night's gale. The front and two sides were completely washed away.

The three-masted schooners C. O. D., of Buffalo, owned by John Kelderhouse, bound from Port Huron to Buffalo, with 19,000 bushels of wheat, went ashore three miles east of this place at 3 o'clock Saturday morning. The crew swam ashore, and the captain and mate were taken off by a boat from here. The cook, a woman, who had been lashed to the mizzen gaff, perished from exposure. The cargo is said to be fully covered by insurance. The C. O. D. 274 tons was built at Grand Haven by Collister in 1873, classed A2. She was owned by O'Brien of Grand Haven and valued at $7,000.

CROSS VILLAGE.

A large vessel, heavily laden, is ashore on White shoals. A barge was seen around her, but the gale forced her to run in for shelter.

The steambarge Maurice B. Grover, of Cleveland, carried away her big anchor and ninety fathoms of chain Sunday night, and went ashore on Sturgeon Bay, near here. She got off Monday with but little damage. The gale was blowing from the southwest.

GODERICH.

Two wrecks drifted ashore here Tuesday. One was the scow Lady Elgin, of Sand Beach and the other a lumber barge, supposed to be the Norris or the Dolphin, as inquiries as to the fate of these vessels were sent out Monday. The crew of the Dolphin is thought to be lost. The body of a woman twenty-five years old, supposed to have been swept from some vessel during the gale of October 4, was found on the shore near here.

COLLINGWOOD.

The steamer City of Owen Sound, of the Collingwood Transit Co.'s line, was wrecked half a mile east of Clapperton Island lighthouse during a heavy gale Monday morning. The crew left the steamer in lifeboats, and had a narrow escape from being drowned. The steamer Campana arrived here Tuesday morning having on board all the crew of the wrecked steamer. The City of Owen Sound was owned by Smith & Keighley of Toronto, and was valued at $29,000. She was classed as A1½.

DULUTH.

The tools for Captain McDougal's Duluth shipyard, made in Great Britain, are arriving at Sarnia, and will soon be shipped here by lake. Work on the yard here is progressing finely. During the winter an experiment of steel ship building will be tried and a steel tow barge, to be fitted later with machinery, will be built. She will be 1,500 tons capacity.

MANISTEE

Last night the scow Lorina, of Racine, was run into at Portage lake by the schooner Mary L. Higgie, of Chicago, and sunk. The crew escaped. The Higgie sustained no damage.

PENTWATER.

The schooner Arrow, which went ashore last Thursday night, was released Saturday.

MILWAUKEE.

Sunday night the wind blew a fierce gale from the southeast and continued all day, the wind veering to the west and blowing forty miles an hour. At 4 o'clock Sunday morning the schooner Maine, of Chicago, parted her towline and went on the beach here. For half an hour her crew of six men clung to the rigging until taken off by the life saving crew in their surf boat. The vessel is a total loss, but part of her cargo of ties may be saved. She is owned by Captain Christopherson, her master, and others, of Chicago. She was built at Black River by Linn in 1852.

The schooner Pewankee, of Milwaukee, went ashore on Detroit reef, near the entrance of Green Bay Tuesday morning. She is light and six inches out. The tug Jesse E. Spaulding left Sturgeon Bay in the afternoon to attempt her release. She is insured for $4,000 in the St. Paul Fire & Marine.

While the schooner J. A. Holmes was off Sheboygan Sunday afternoon Captain Effison was knocked overboard by the jibing of the mainsail. After being in the cold water half an hour he was picked up in an unconscious condition by some of the crew in the yawl. He was unable to swim but the air under his oilskin coat kept him afloat. He did not come to until taken to his home in Sheboygan, remembering nothing of what occurred after he went overboard.

Captain Tuttle returned Tuesday from the wrecked schooner Riverside, ashore on Pilot island. The vessel is not damaged much and he thinks she can be saved. She has been stripped.

BUFFALO.

The terrible gale Sunday night rose to 66 miles per hour. Many minor accidents are reported Propeller Sitka came in with one deck house smashed by the sea and lost a deck hand over board off Long Point; his name is unknown. She left her consort, Annabel Wilson, at Point Pelee.

The schooner S. P. Ely came in with fore and main sail destroyed and leaking considerably, having let go of the schooner S. E. Sheldon off Point Pelee. The latter is not in.

The barge Bay City, of Colwell's tow came in with foremast gone. The tug A. M. Pierce, which had gone to Point Abino for sand lay under the point during the storm. Her sand barge sunk, and in rescuing the men she caught a line in her wheel and was drifting down Niagara river when picked up by other tugs.

J. Kelderhouse's schooner C. O. D., ashore at Port Burwell, is going to pieces.

The hull of the schooner L. Seaton is insured for $2,000 in the Western, and the cargo for $4,000 in the Phœnix. The Neelon is probably not insured.

The propeller Westover, which crushed her side on entering the Michigan City, is insured for $20,000 in hull pool.

Thomas Hood's case against the Anchor line company for loss of the schooner Van Valkenburgh last June by collision with the Lehigh, has been postponed to January 1, 1883.

AMHERSTBURG.

The steel steamship Cambria of Cleveland, laden with 2,334 tons of iron ore, and bound from Escanaba to Ashtabula, struck some obstacle on Bar Point Saturday night, ripping a hole in her bottom. She was nearly abreast of, and within half a mile of the Detroit river, light and was hauling around to go down the lake moving very slowly. When she struck, the mate says, it sounded like iron against iron. Soundings showed 19 feet of water and it is supposed she ran on the flukes of a sunken anchor. She began leaking but her pumps kept her free. Captain Cummings thought it advisable to have a steam pump put on board and Engineer McGinness and the mate were sent to Detroit to get one which was set up on the Cambria. The steamship returned to Amherstburg. She was then drawing eighteen feet forward, but as the water was very high she touched nothing coming in. She laid with her bow in the mud at Mullen's dock and her pumps scarcely kept her free. The schooner Jennie White lighted part of her cargo, and the Cambria will go on to Ashtabula as soon as she is sufficiently lightered. A diver was under her but could only find a small hole. The water being low, a thorough examinatian could not be made. Captain McKay, manager of the line, was here Tuesday. He is investigating the anchor theory of the mishap. Captain Hackett says there are four anchors located on Bar Point, as follows: One southeast by east one mile from Bar Point light, one southwest from Bar Point light one mile, and two anchors north by east, one-half east, one and a half to three-quarters of a mile from the light. Captain McKay will lay the matter before the Vessel Owners' Association and take steps to have them removed.

MARQUETTE.

A terrible storm set in at daylight on the 22d. The wind blew from the northeast and north with a velocity of forty-five miles an hour all day. A blinding snow storm raged, making the gale doubly dangerous for vessels. Two disasters are known and more are feared. The captain and crew of the schooner George Sherman have just come into the city and report the Sherman a total wreck on Shot Point, about ten miles from Marquette, with no lives lost. The Alva Bradley struck at about the same place a little before the Sherman and Captain Gifford thinks her crew also escaped. The Sherman left the Sault at 7 o'clock Saturday morning and was struck by the storm this side of White Fish Point. She was in company with the Bradley until Sunday afternoon, when the vessels separated, and soon the captain of the Sherman found that in the thick snow storm she had got close to the shore. He attempted to come about to clear Shot Point, but was driven onto the beach. Realizing that the schooner was lost the crew took the yawl. While going ashore the mainmast fell across the boat, without injuring any one. When shore was reached the captain was dashed against the rocks and badly bruised. He was pulled ashore by the others. All were saved. Their names are N. Gifford, captain; George Burtis, first mate; Ed. Lamson, Frank Hardy, Dan West, Dan Searles, seaman; Mrs. Kittie Cole, cook. They reached shore at 3:30 o'clock Sunday afternoon, and kept wandering around in the woods until 6 o'clock in a blinding snow, almost dead from exhaustion and dragging the woman on a litter. Finally they struck the railroad track, and flagged an ore train bound for Marquette. The Sherman was loaded with coal for Pickands & Co., of Marquette. She has gone to pieces and the coal is washing ashore. The Sherman, 307 tons, was built in Cleveland by Quayle & Martin in 1862 and was owned by Benham and others of Cleveland. Valued at $6,500 and classed B1.

As soon as it was found that the crew of the Alva Bradley were still on board a tug was telegraphed for, and the Adams went down to attempt a rescue of the imperiled crew but could not get in to her. The waves dashed 20 feet over the stern of the Bradley, and her crew was flying a flag of distress and ringing the ship's bell. The Adams was compelled to give up and return to the city, when the Portage canal life saving crew was telegraphed for, superintendent Watson, of the railroad company, offering to hold the night express for them and their boat. At 10 o'clock Monday the life savers under Captain A. Ocha arrived, on their second visit to Marquette inside of a year, having come over 110 miles from their station with their boat since being telegraphed for, late in the afternoon. The boat was on a car next to the engine and very fast time was made on the run down. The car was immediately run down on the merchandise pier and the boat launched. It is fully eight miles across to Shot Point. The life boat was accompanied by the tug Adams. It was a bright moonlight night, wind west, and bitterly cold, more like a Lake Superior December night than October. The life boat men suffered greatly on their trip but the thought of what the poor fellows on the Bradley were undergoing allowed no hesitation. It is doubtful if they have had anything to eat since going on the rocks Sunday afternoon, and they certainly could not keep warm or dry. The crew were all taken off by the Portage canal life savers at 10 o'clock Tuesday morning. This crew has done noble work and deserve government medals. The Alva Bradley, 617 tons was built in Cleveland by Quayle & Martin in 1870, is owned by Bradley of Cleveland classed A2. and valued at $25,000.

Early Monday morning the steamer Hurlbut arrived and reported the loss of her consort, the Plymouth, coal laden, on the northwest end of Presque Isle, five miles north of Maryville. The Plymouth was driven over the outer reef and lies three hundred feet from shore. She has broken in two. Efforts were made all day long to rescue her crew, and late in the afternoon Captain Richard and two of his men managed to get ashore in a yawl. Late Monday evening the wind veered, the sea ran down a little so that the life savers from the Portage ship canal, who had made the run of 110 miles on a fast express, got out to the schooner and took off seven men, the remainder of the crew. The Plymouth will prove a total loss, in all probability. Nothing more could be done for the Bradley's crew until the arrival of the life boat, but a watch was stationed on the shore near her and bright fires kept going. She lies west of and further out than the Sherman, and both struck in almost the same spot where the Laura Bell was lost in 1883. The Plymouth, 740 tons, was built in Cleveland by Lafrinier in 1853 and rebuilt in 1885. She is owned by Baker et al of New Baltimore, classed A2. and valued at $22,000.

The body of Donald Fletcher, who was watchman on the steamer Forest City was found on the 18th alongside the dock. The remains were buried here. The unfortunate man was a brother of Archy Fletcher, mate of the Forest City, and 34 years. He had been missing since the 1st inst., at which time he went ashore to post a letter and probably fell between the vessel and dock.

EAST SAGINAW.

Special to the Marine Record.

Considerable anxiety was caused here by the report that the propeller Jim Sheriffs had gone down. The families of Chief Engineer Al Eggert and Second John Wycoff being very much alarmed. It seems that these premature reports do a great deal more harm than good and should be avoided as much as possible, for the sake of the gentler sex at home if nothing else.

The tug Nat Stickney is in the river and coaled up ready to leave at a momen's notice, on a wrecking expedition or anything requiring her assistance. Parties wishing her services can reach her by telegraphing Carkin, Stickney & Cram, this city.

U. S. inspectors Fitzgerald and Mahar were here during the week and inspected the Boom Co.'s tugs. The boiler of the Little Giant gave way in the dome by a crack, at a pressure of 150 pounds, which upset calculations for 130 pounds of steam for the present.

Captain Hunt, with his steambarge Martini, unloaded coal and loaded lumber for Buffalo. Captain Hunt is figuring on another boat like the Martini for next season, she having been a great success.

The barge Lizzie P. Betts is discharging coal at E. E. Johnson's dock. The Betts was one of the boats that was cast off from the steambarge Oswegatchie in Lake Erie on Wednesday last. Captain Barnes, of the Betts, states that when the steambarge let go the schooner Southwest the latter threw off the line of the Betts, but as the Norris was leaking the Betts hung on to her and towed her under Long Point. The Southwest is coal-laden from Erie to Escanaba, and is on her way to the latter place. The Norris arrived with the Oswegatchie.

Captain E. S. Pease, of this city, who had the sand to tackle the job of raising the Samuel J. Tilden at Port Huron, was home on Wednesday. The captain reports everything moving nicely; 1180 tons of ore have been taken out, occupying four months' time. The Tilden is reported as being in excellent condition, and will make a fine vessel for next season's business.

The ferry Handy Boy is running on the Bay City route, in opposition to the river line; but surely there is no fortune in it the way travel is at present.

The longshoremen have had a picnic this week, having all the work they could do at 60c per hour.

Harry Guenther, mate of the barge F. W. Hoag, has arrived home from Erie. He states that the barge is badly strained, and will come to Saginaw to receive a rebuild.

The barge Mariner has started to rebuild at Mason's shipyard.

In 1849 the first steamboat built on the Saginaw river was launched. It was a stern wheeler, known as the Buena Vista, and was engaged in carrying lumber, transporting passengers and raft towing.

The first cargo of clear lumber shipped from this port was consigned to C. P. Williams & Co., Albany, N. Y., and was carried in 1847 by the schooner Julia Smith. This lumber sold then at $12 per thousand. Common lumber now sells for a higher price. SHAW.

KELLEY'S ISLAND.

The schooner Three Brothers, coming down the lake about noon, struck a reef between Starve Island reef and the north end of this island which is not on the chart. She came to an anchor in the passage and displayed a signal of distress which was promptly answered by the Marblehead life saving crew, who went to her assistance. They found the vessel leaking badly. The captain thinks the crew can keep her afloat until she can be towed into some port where she can be unloaded. The life savers offered to stay aboard and help, but the captain wanted to send some messages very much so the life crew, came ashore here, where they will remained until the storm abated.

GARDEN ISLAND.

The Calvin Co., limited, has incorporated and purchased the business of the late D. D. Calvin and is now prepared to carry on the business as heretofore of rafting timber and staves, forwarding, towage on River St. Lawrence and the lakes, shipbuilding and repairing, wrecking, etc., etc.

DETORIT.

C. W. Gauthier's fish-freezing house at Sandwich, Canada, partly filled with fish, and the tug Lizzie Gibson, which lay in the canal alongside the house, burned early last Friday morning. Loss, $20,000; insured.

For the remainder of the season, the steamer Alaska will leave Detroit for the Islands and Sandusky every Monday, Wednesday and Friday at 8:30 a. m., returning the alternate days.

The float lightships on the Limekiln crossing have been restored. Felix Bertrand and James McGuire are engaged to look after them day and night. It is understood that the vessel owners are footing the bill.

The schooner N. P. Goodell, which was sunk off Bar Point, was raised and taken to Detroit in tow of the tug International. She went into Clark's drydock. The hole in the Goodell was caused by an anchor fluke, probably the same obstruction which the Cambria struck.

The tug Champion's tow collided with the Scassacus, the latter losing her jibboom, bowsprit and rigging.

The schooner Arctic and a small schooner had a collision at the mouth of the river Monday morning, the little one getting the worst of it, and is still anchored outside.

The steambarge Belle Wilson struck something coming into the river, damaging her sternbearings. She was leaking so badly that she was beached there. She was pumped out and towed to Detroit by the tug International on the 24th.

The propeller W. H. Gratwick ran aground on Grosse Pointe Sunday, and is not yet released.

The propeller W. M. Eagan, which ran hard aground on Grassy island on Thursday last, was lightered off Sunday by the ferries Garland, Sappho, and Excelsior. She is now in the river reloading the coal which was taken off. She did not sustain any damage, but there will be a big bill for lighterage to pay.

PORT HURON.

Special to the Marine Record.

The Avon went hard aground on the south end of Stag Island and was released by the Canadian wrecking steamer Saginaw, under the supervision of John W. Thomson, Jr.

There is a lot of uncalled-for letters at the office of Kendall, marine reporter, which would be delivered if the name of the vessel was on them. The small boat is on the river day and night for that purpose.

The boiler and engine of the wrecked tug George Hand was sold at U. S. marshal sale to Runnels & McMurran for $500. It is now lying on the dock at the P. H. & N. W. R. R.

The wreck of the Tilden is nearing the surface now every minute. She would have been pumped out before this, but the want of lifting screws has delayed them about a week.

The steambarge Oswegatchie, of this city, arrived down Monday morning. She left Bay City Saturday night. The tow line was broken and the two barges lost. Tuesday morning, shortly after the arrival of the Oswegatchie, the schooner Breck sailed in, having on board Captain Sheehan and five sailors of the barge Norris. Captain Sheehan states that the two barges drifted around the lake several hours after breaking away from the steambarge, when the line holding the Norris and Dolphin together parted. Several sailors on the Norris declare that the Dolphin, after parting from the Norris turned over and sank, taking the entire crew with her. The Norris afterward waterlogged and at 5 o'clock Monday night and was just about to break in two when the schooner Breck rescued the crew with great risk. The Dolphin was commanded by Captain G. Johnson, of East Saginaw, and had a crew of six men, all of the same place.

The tug Porter arrived here with the wrecked schooner Austin, which was ashore at Port Clark, Ont. She discharged her load of limestone, and went into Dunford & Alverson's dock to be repaired. Captain McLeod, of the underwriters, held a survey. Her bottom is badly used up. She will need almost an entire new bottom. The expense of releasing and repairs will be a good big bill. JAY.

SAULT STE MARIE.

The C. P. R. steamship Alberta arrived here Monday morning from Port Arthur, being the only vessel attempting to face the gale which raged on Lake Superior Sunday. Captain Anderson stated that the boat never experienced such a trip.

BELLEVILLE.

During the gale Monday morning the sloop Sidney, owned by Gilmore & Co., of Trenton, was wrecked near here. No lives were lost. It is rumored that the schooner L. H. Bullock, of this place, has been lost. She was bound from the canal to Oswego with wheat.

MARINE CITY

Special to the Marine Record.

David Lester is building a steambarge about the size of the M. Sicken for the Toledo Transportation Co. She is pretty well sealed up inside and partly planked outside. She will go into the salt trade.

W. B. Morley is at work on a steamer somewhat larger than the Louisiana, launched this spring. About half of the dead flats are up. The garboard strakes will be as thick as the keel, two on each side. Mr. Morely has added to his yard an upright saw, with iron frame, for sawing long and round timber, which, with his jig saw and planer, makes his yard equal to any on the lakes for quick work.

OSWEGO.

The Oswego *Express* says: At about 10 o'clock a schooner was sighted making for this port. There was a tremendous sea and the wind was blowing hard. The schooner was admirably handled and came in beautifully with just enough sail to steady her, and only the loss of her fore gaff. It was the schooner Delaware, Captain Robert Kerr, and several people gathered at various points to see her make the harbor. Mr. A. J. Hopkins took a sketch of her as she rounded the pier, which he means to work out into a handsome marine scene.

CHEBOYGAN.

The propeller Delaware of the Erie & Western transportation line, bound down with grain and flour, was caught in Sunday night's terrible storm on Lake Huron and ran ashore near Hammond's bay, fourteen miles below here. She is now in bad shape and will probably be a total loss. Both arches are broken and she is badly raised amidship and is probably broken in two and full of water. Her deck load can be saved and part of the cargo in the hold. She is exposed to east and northerly winds and is liable to break up completely at the first shift of the wind. The Delaware hails from Erie, is valued at $100,000 and is rated A1½. She was built at Cleveland by Martin in 1878 and measures 1526 tons.

ALGONAC.

The machinery of the sunken tug Quayle is on the dock here. The owners purpose to build a steambarge during the winter.

PORT DALHOUSIE.

The steambarge Enterprise with the barge Ark in tow, bound up the lake from Buffalo, had got off Erie when the gale carried away the steamer's smokestack, and being unable to keep steam up she turned back and run for this port. In making the harbor here the steambarge was unabled to keep the Ark up to the windward enough to make the piers, and was forced to cut the tow line and let the Ark go. The steambarge got in all right but the Ark dragged her anchor and went ashore east of the piers. The crew got ashore all safe. The Ark is lying high upon the beach. She is owned by A. Muir & Bro., Port Dalhousie.

The schooner Sylvester Neelon of St. Catharines, loaded with iron ore and bound from Kingston to Cleveland, was lying at anchor in shelter at Grand River when the schooner L. Seaton came in and run into her, sinking the Neelon. The Seaton was loaded with wheat, and bound from Detroit to Buffalo. The Seaton lost her jibboom and bowsprit, and went about four feet out on the shore. The Neelon registers 291 tons and is owned by Platt & Bradley, of Hamilton. The Seaton is owned by Kelderhouse, of Buffalo, and registers 221 tons. Messrs. Carter & Bro., wreckers of this place, went to Grand River Monday to see what assistance they required.

The barge Oriental went down about two miles from this port, and about one and a half miles east of the lighthouse here at 2 o'clock Monday morning, and it is feared that all hands were lost. The Oriental left Charlotte Saturday night in tow of the propeller Scotia, bound for Toronto with 700 tons of coal. The weather being bad the captain of the Scotia tried to reach here, but was unable to do so and then tried to get into Niagara. Shortly after coming round the tow line parted, and it was with the utmost difficulty that the Scotia managed to get into Niagara. It is supposed that th straining of the Oriental in the heavy sea opened her seams, causing her to fill and sink. Captain Fraser, of the Scotia, had driven from Niagar to this port Monday searching for any signs o the Oriental's yawl or crew, but found no trace of them. The crew consisted of Captain George Stewart, of Port Dalahousie; Edward Stark of South Bay, mate; Charles Baker, and Herbert Storey, both of Kingston, and Minn Herbert, of Kingston, cook. The spars of th vessel are above water, and plainly visible from here, and she appears to be lying on an even keel. The Oriental was owned by Samuel Fraser, of Kingston, and was not insured.

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No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	†9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk	.....	†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
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No 27, Conneaut Accommodation	†8 10 A M	.....

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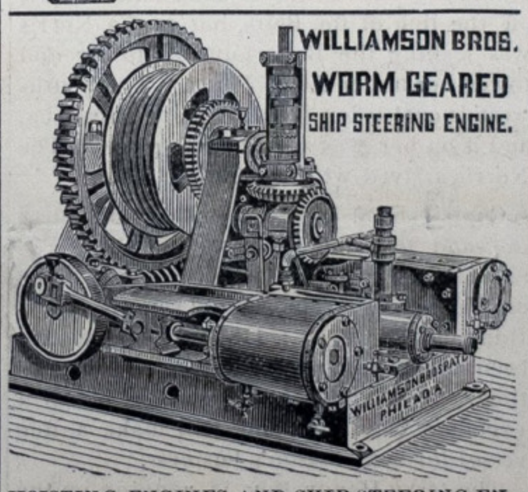

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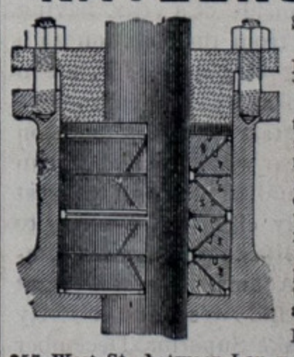

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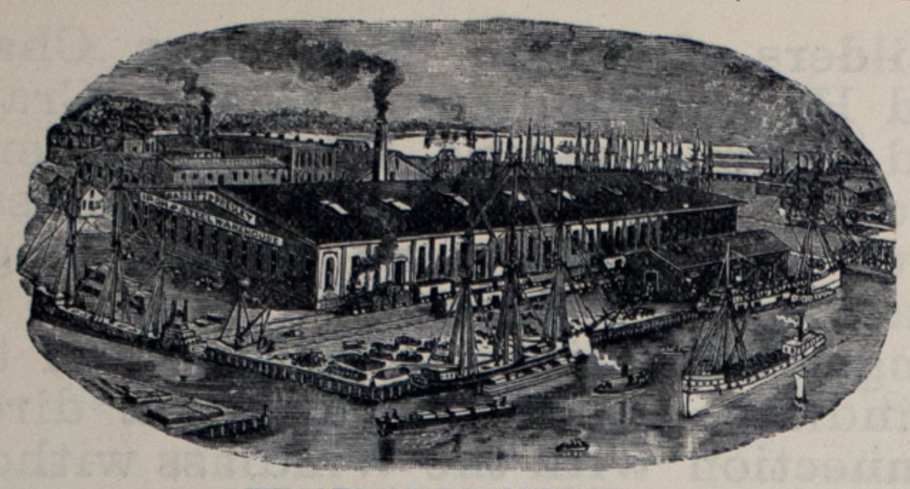

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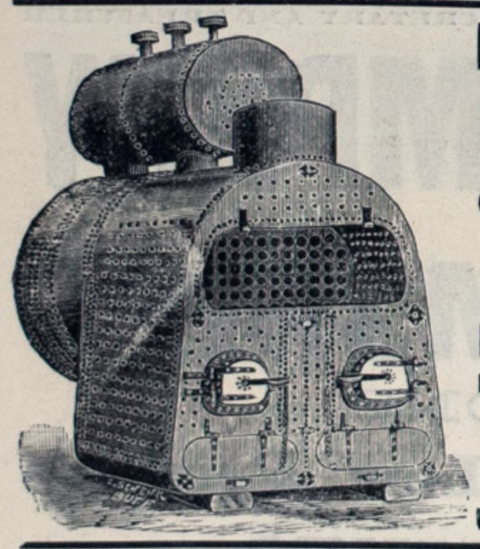

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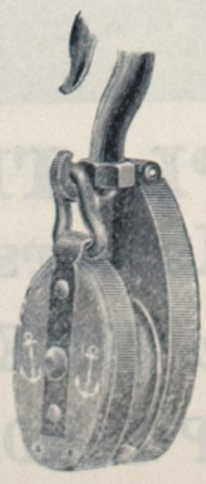

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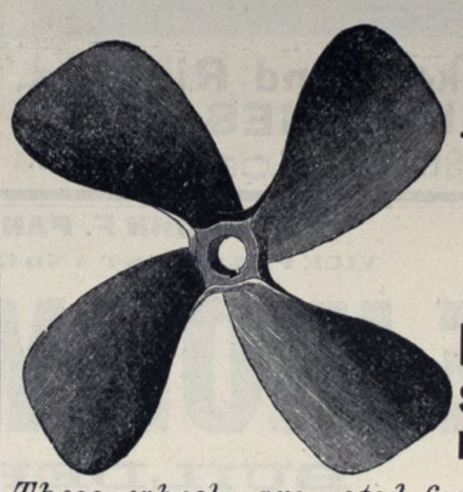

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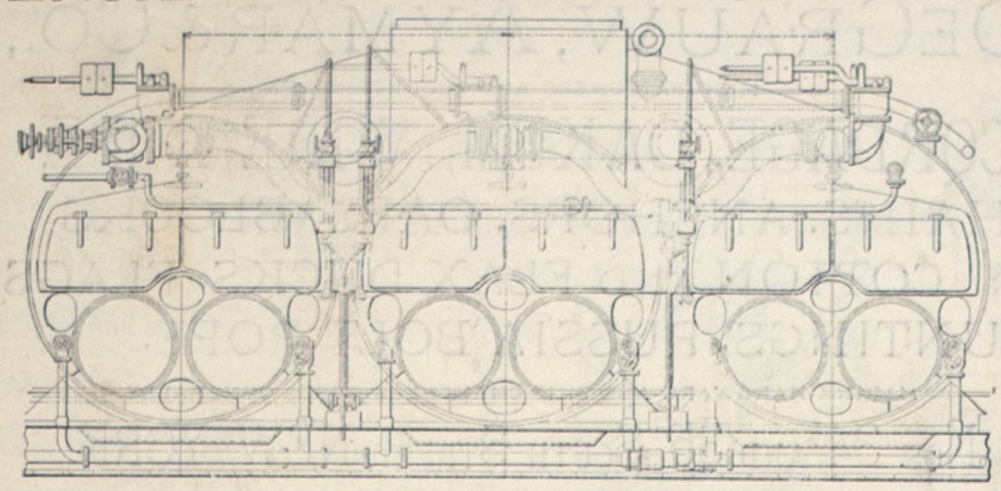

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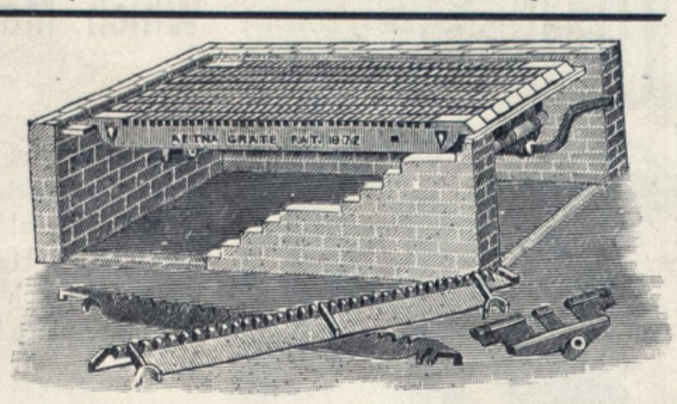

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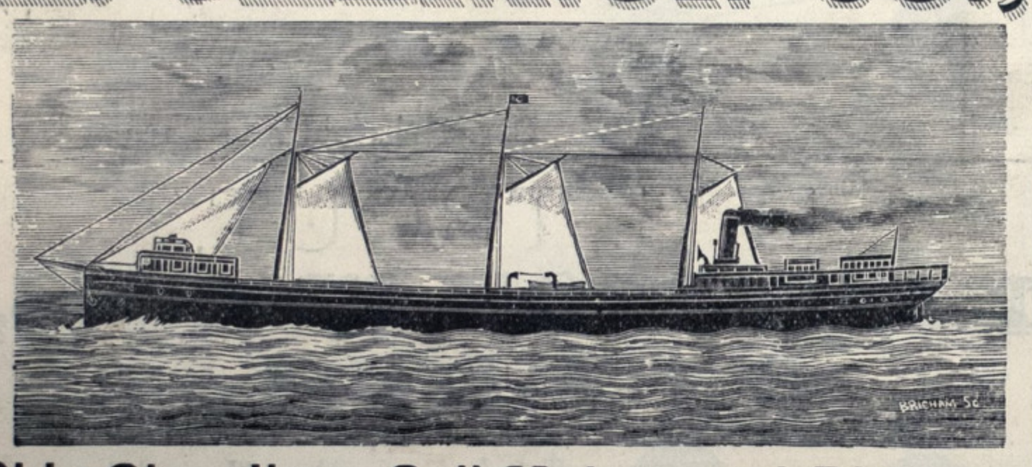

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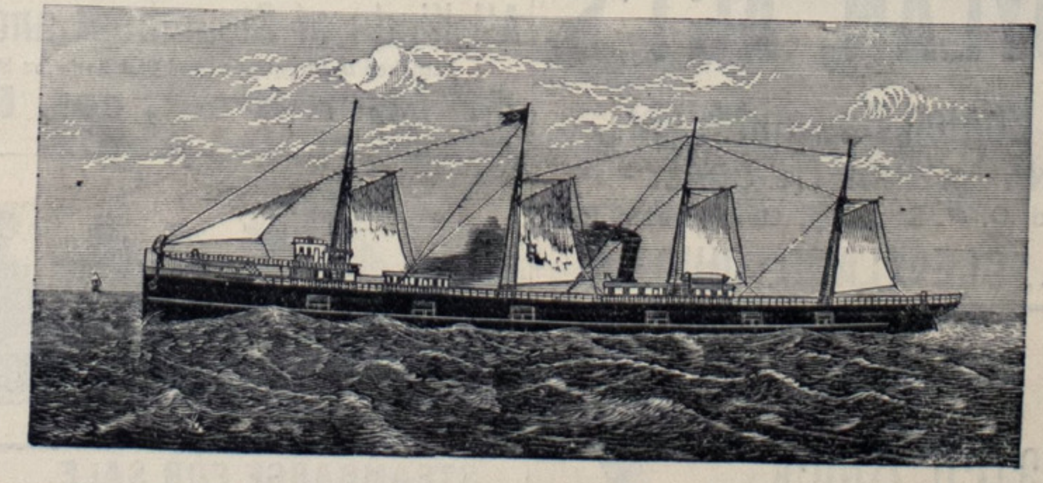

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